

Ref. No: 26/11/18-02 -/QĐ-HICT

Hai Phong dated 26/11 2018

**DECISION**  
on  
**Issuance of Port Service Tarriff**  
**for International Vessel Owners (Shipping Agent)**

**GENERAL DIRECTOR**  
Of  
**HAI PHONG INTERNATIONAL CONTAINER TERMINAL CO. LTD**

- Pursuant to Law on Prices No. 11/2012/QH13 dated 26/6/2012 by National Assembly of Socialist Republic of Vietnam;
- Pursuant to Decree No. 177/2013/NĐ-CP dated 14/11/2013 by Government detailing and guiding the implementation of a number of the Law on Prices;
- Pursuant to Circular No. 54/2018/TT-BGTVT dated 14/11/2018 on the pricing framework for services of pilotage, utilization of wharfs, docks and mooring buoys, Container Loading and Discharging Services and Towage Services at Vietnamese Seaports signed by Minister of Transport;
- Pursuant to Resolution No. 10/NQ-HICT by Members' Council of Hai Phong Intenrational Container Terminal Company Limited;

**HEREBY DECIDE:**

- Article 1:** To issue Port Service Tarriff for International Vessel Owners/ Shipping Agents (International Tariff) at Hai Phong International Container Terminal Co. Ltd as attached with the Decision.
- Article 2:** The Decision takes effect since date of 01/01/2019.
- Article 3:** Deputy General Directors and Directors are requestd to implement the Decision under their functions and responsibilities.

*Recipients:*

- MOF – Price Management Department (for report);
- Vietnam Maritime Department (for report);
- Members' Council;
- As Per Article 3
- Archived: DC. Busi. Dept.

**GENERAL DIRECTOR**



**TỔNG GIÁM ĐỐC  
YANG YU-NUNG**

**SEAPORT SERVICES TARRIFF FOR INTERNATIONAL VESSEL OWNERS/ SHIPPING AGENTS AT HAI PHONG INTERNATIONAL CONTAINER TERMINAL**

*(As enclosed with Decision No.: 26/118 - 02 /QĐ-HICT dated 26 /11 /2018 )*

**SECTION I:  
GENERAL REGULATIONS**

**1. Entities of Regulation**

- Maritime Vessels disregards of Vietnam or International Vessel carrying cargos and container from Hai Phong International Container Terminal (herein after called HICT) abroad and vice versa, transit, international transshipment (generally refered as international ocean shipping) to call, depart or berth at water area under management of HICT.
- Import – Export, Transit, Transshipment Cargos, Containers payable by carriers or trustees for seaport service charges.

**2. Principles of Price Calculation**

2.1. Prices shall be calculated in accordance with work items to be performed.

2.2. Prices as indicated in the Tariff includes VAT

2.3. Payment shall be settled in United State Dollars. Conversion from USD to Vietnam Dong shall be complied with selling transfer exchange rate announced by Vietnam Commercial Joint Stock Bank at time of payment. Payment of seaport charges and duties shall comply with current legal regulations of Prices management of Vietnamese Government.

**3. Unit Prices of Seaport Service Charges and Method of Rounding**

Service Charges and Tariffs shall be calculated by GT (*GROSS TONNAGE – GT*); Main Engin shall be calculated by HP (*HORSE POWER – HP*) or (*KILOWATT-KW*); Time shall be recoreded in hour and day; Cargo quantity shall be counted by Tons (*T*) or Cubic Meter (*M<sup>3</sup>*); Container and other vehicles shall be counted by pieces. Details are as follows:

**3.1. Unit**

**3.1.1. For Dry Carriers (dry cargo including container):** Tariff and Port Service Charges shall be calculated in accordance with Maximum Gross Tonnage (GT) as recorded in Certificate of Calibration.

**3.1.2. Vessels without GT:** Capacity to use for Tariff and Port Service Charges shall be converted as follows:

- + Cargo Vessels : 1.5 Tons as registered shall be equal to GT.
- + Tug and Push Boats : 1 HP shall be equal to 0.5 GT.
- + Barges : 1 Tons as registered shall be equal to 1 GT.

**3.1.3. For Vessels of group of barges and tug boats (or push boats):** Tariff and Port Service Charges shall be calculated in accordance with Total GT of Group of Barges and Tug (or push) Boats.

**3.2. Power Unit:** Hourse Power (*HP*) or kilowatt (*KW*). Decimals less than 1HP (or KW) shall be rounded to 1HP (or KW).

**3.3. Unit of Time:** Day and Hour (*not applicable to storage charges*):

+ For unit of day: A day will consist of 24 hours, less than 12 hours shall be counted as ½ (half a) day, more than 12 hours to 24 hours shall be counted as 1 day.

+ For unit of hour: An hour shall consist of 60 minutes, less than 30 minutes shall be counted as ½ (half an) hour, more than 30 minutes to 60 minutes shall be counted as 1 hour.

**3.4. Unit of Cargo Volume (packing included):** Ton (T) or Cubic Meter (M<sup>3</sup>). No charge shall be counted for less than 0.5 ton or 0.5 M<sup>3</sup>. From 0.5 ton or 0.5 M<sup>3</sup> to 1 ton or 1 M<sup>3</sup> respectively shall be rounded as 1 ton or 1 M<sup>3</sup>. In any case where a Bill of Lading may indicate less than minimum charge unit, 1 ton or 1 M<sup>3</sup>, seaport service charge shall be counted as 1 ton or 1 M<sup>3</sup> or as minimum unit in tariff.

**3.5.** In such a case where a authorization of service charge payment is given to a Shipper/ Consignee by Ship Owner, who is entitled to a discounted preferential prices as per Contract signed with Hai Phong International Container Terminal; such service charges shall be paid immediately applicable to unit price as stipulated in service Charge tariff.

#### **4. SERVICE CHARGES APPLICABLE TO VIETNAM VESSELS IN INTERNATIONAL TRANSPORT**

**4.1. Case-1: Discharging imported cargo, Loading cargo for domestic transport:**

- At calling, international charges shall be applied (*international tariff*).
- At departure, domestic charges shall be applied (*domestic tariff*).

**4.2. Case-2: Discharging domestic cargo, loading exported cargo:**

- At calling, domestic charges shall be applied (*domestic tariff*).
- At departure, international charges shall be applied (*international tariff*).

**4.3. Case-3: During the transport voyage, vessel calling to port without discharging imported cargo and with loading exported cargo:**

- At calling, domestic charges shall be applied (*domestic tariff*).
- At departure, international charges shall be applied (*international tariff*).

**4.4. Case-4: During the transport voyage, vessel calling to port with discharging imported cargo and without loading exported cargo:**

- At calling, international charges shall be applied (*international tariff*).
- At departure, domestic charges shall be applied (*domestic tariff*).

**Note:** For aforesaid cases, berthage charges shall be applied for international vessel service charges (*international tariff*).

**4.5. In such a case where calling/ departure is required during transport route without loading/discharging due to proper maritime reason:** Charge tariff for domestic vessels service charges (*domestic tariff*) shall be applied for both calling/ departure.

**4.6. For ballast calling/ departure:** Charge tariff for domestic vessels service charges (*domestic tariff*) shall be applied for ballast transport.

## SECTION II: SERVICE CHARGES FOR MARITIME VESSELS

### 1. Vessel Tug Services

#### 1.1. Tugging Service

##### *Schedule-1:*

*Unit: USD/turn (in+out)*

No.	Length over All (LOA)	Unit Rate
1	Length over all (LOA) <90m	851
2	Length over all (LOA) from 90m to less than 110m	3,066
3	Length over all (LOA) from 110m to less than 130m	3,066
4	Length over all (LOA) from 130m to less than 150m	3,066
5	Length over all (LOA) from 150m to less than 170m	5,536
6	Length over all (LOA) from 170m to less than 200m	5,536
7	Length over all (LOA) from 200m to less than 220m	9,225
8	Length over all (LOA) from 220m to less than 275m	10,670
9	Length over all (LOA) from 275m to less than 300m	13,284
10	Length over all (LOA) from 300m and above	15,652

##### Unordinary Senarios:

- Where Ship Owner (Agent) or Captain address any written request for any tug boat with higher capacity than specified by Port Administration; Ship Owner (Agent) shall, in addition to the Schedule-1, be obligated to pay a surcharge equivalent difference between the rate of such higher capacity tug boat and that as specified by Port Administration.

- Where wind and wave levels of 5, 6, 7; 30% of unit price under Schedule-1 shall be surcharged.

- Where wind and wave levels reach higher than Level 7, 50% of unit price under Schedule-1 shall be surcharged.

- Where the Supporting boats arrive on time at specified location but have to wait due to Charterer's fault, 50% of supporting rate as specified in Schedule-1 shall be surcharged to the Charterer.

- Where the reserved time for supporting boats is changed or cancelled, a notice shall be issued to the Port at least 02 hours in advance, failure to which, the Vessel Owner shall pay a stand-by charge equivalent to stipulated Charges as Schedule-1.

- In case of rescue, strand, towing or at request by Ship Owner (Agent), required tug boat in excess of Maritime Administration's regulations shall be charged in accordance with Economic Contract between Hai Phong International Container Terminal and Ship Owner (or the authorized individual) or as agreed upon providing services.

- Where an Order of Departure is released but due to failure of vessel engine, the Port will use tug boat to tow such vessel to main Channel, for which the Ship Owner shall pay a tugging charge as per regulated. From the main channel, the Ship Owner

may have the equipment leased from the port or other companies to tug the boat from main channel to the required position.

**2. Mooring/ Unmooring Service**

**Schedule-2:**

*Unit: USD/time*

No.	Vessel Deadweight	Mooring/ Unmooring
1	Less than 3,000 GT	14.0
2	From 3,000 to less than 6,000 GT	19.6
3	From 6,000 to less than 10,000 GT	27.4
4	From 10,000 GT to less than 20,000 GT	41.1
5	From 20,000 GT to less than 30,000 GT	62
6	From 30,000 GT to less than 40,000 GT	92
7	From 40,000 GT to less than 50,000 GT	165
8	From 50,000 GT	208

- Where mooring/ unmooring is required in vessels shifting along berth; no service charge shall be counted.
- Where mooring/unmooring to other vessel for receiving cargo or wait for berthing; 80% of service charge as regulated at Schedule-2 shall be applied.

**3. Berthing services:**

- Where the Vessel is anchoring at berth or ship-to-ship alongside; berthage shall be charged at: 0.0031 USD/GT/hour.

\* Where the vessel is requested to departures but still occupy the berth, a surcharge of 0.006 USD/GT/hour but not exceed 12 hours shall be applied.

**SECTION III**

**CONTAINER LOADING/ DISCHARGING SERVICE CHARGE**

**1. Container Loading/ Discharging Service Charge.**

**1.1. Handling of Import, export, temporary import for re-export container**

**Schedule-3:**

*Unit: USD/container*

Handling Routine	Cont 20'		Cont 40'		Cont 45'	
	Laden	Empty	Laden	Empty	Laden	Empty
Vessel (Barge) - CY	60	40	88	56	98	62

**1.2. Handling of Transshipment Container (Unloading from Vessel to CY then Shifting from CY to Terminal and Loading to other vessel), transit container**

**Schedule-4:**

*Unit: USD/container*

Handling Routine	Cont 20'		Cont 40'		Cont 45'	
	Laden	Empty	Laden	Empty	Laden	Empty
Vessel (Barge) - CY	36	24	53	34	59	37

### 1.3. Barg Handling for Transhipment Container

#### Schedule-5:

Unit: USD/container

Handling Routine	Cont 20'		Cont 40'		Cont 45'	
	Laden	Empty	Laden	Empty	Laden	Empty
Vessel (Barge) - CY	15	15	23	23	23	23

### 2. Other Surcharges for Container Handling

2.1 Handling Container of hazardous and dangerous cargo and other hazardous cargo in accordance with IMDG Code shall be surcharged 50% of corresponding handling rate in Item 1.

2.2. For cargo containers which have size exceeds the standard size of a normal container, no more than 03m in length, or 01m in width or 01m in height; or containers have load more than 30 tons to no more than 40 tons, handling charge increased 50% of the rate in Item 1.

2.3 For laden containers have size or weight exceeding the level prescribed in Item 1.2, in case port facilities are capable of being taken over, the Terminal collect the charge for handling according to the agreement.

2.4. For Container of both oversized/Out of Gauge (OOG) and hazardous/ dangerous cargo: loading/ discharging charge shall be counted as normal loading/discharging rate plus surcharges of both oversized/ Out of Gauge (OOG) and hazardous/ dangerous container loading/discharging.

2.6. Container Handling and Shifting in 01 bay shall be charged by 25% of corresponding charge rate.

2.7. Container handling from bay to bay (not through shore) handling charge counted as 50% corresponding charge rate.

2.8 Container Handling and Shifting in a same vessel (discharging from vessel to terminal and loading to the same vessel): 100% corresponding charge rate shall be applied.

2.9. As Loading/discharging Flatrack Containers in bundle, charge rate shall be equal to a laden container for each routine.

2.10. Flatrack Container Handling is required to stack prior to loading to vessel, handling rate shall be charged as equal to a laden container.

2.11. Where a Container covers OOG cargo which may exceed port crane capacity and require cargo unlashng for loading/discharging purpose (at request by Ship Owner, Agent, Shipper or Consignee), charge rate shall be collected as per agreed between both Parties.

2.12. For Containers of domestic shipping which are transported by International Vessel, handling rate shall comply with HICT Domestic Tariff.

### 3. Storage service

#### 3.1. Storage charge for Container

##### *Schedule-6:*

*Unit: USD/container/day*

Container	Within 20 first days	From Day 21
Container 20' :		
- Laden	1.27	1.53
- Empty	0.9	1.08
Container 40' :		
- Laden	1.80	2.16
- Empty	1.36	1.63
Container 45'		
- Laden	2.80	3.36
- Empty	2.00	2.40

Storage of Dangerous and Hazardous Cargo (under IMDG Code), OOG Container: shall be surcharged 50% of storage charge rate as specified in Schedule-6.

#### 3.2. Free Storage

- For Dry Container: 07-day charge
- For Hazardous/ OOG Container: 03-day charge free

#### 3.3 Determination of Storage Period, Storage Charge Free Time

- Storage shall be charged by actual storage time minus storage free time.
- Actual Storage Time is total container storage time at port counting from date of container arrival to CY till departure.
- In case Storage Charge Free Time includes Sunday, Holiday; such Sunday, Holiday shall be accordingly compensated to Storage Charge Free Time

#### 4. Reefer Container Operation Charge:

- Container 20' : 1.30 USD/container/hour.
- Container 40'/ 45' : 2.31 USD/container/hour.

\* The above unit included electricity fee and operation fee of reefer container, excluded storage charge for reefer container.

\* For Reefer Container containing IDMG, Power Supply and Technical Operation Services shall be surcharged 50% of charge rate for ordinary reefer Containers.

\* Power consumption shall be charged at minimum 01 hour.

#### 5. PTI service charge for reefer container:

- Container 20' : 30 USD/container
- Container 40' : 43 USD/container

#### 6. Container Lashing/Unlashing service: 1.00 USD/container

#### SECTION IV. OTHER SERVICES

- Other service charges not specified in the Tariff shall be negotiated between Hai Phong International Container Terminal and customer from case to case and as in accordance with actual needs.

- In case of signing contract with Haiphong International Container Terminal, Contract Price shall be applied.

GENERAL DIRECTOR



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